



**1. Call to Order:** at 5:35pm by Chief GN.

**2. Roll Call:**

**Chevak Traditional Council**

- Gabriel Nanok, 1<sup>st</sup> Chief (**Chief GN**)       Charlotte Nayagak, Member (**CN**)
- Esther Friday, 2<sup>nd</sup> Chief (**EF**)       Liana Pingayak, Member (**LP**)
- Marsha Nanok, Secretary (**MN**)       John Pingayak, Elder/Advisor (**JP**)

**City of Chevak**

- Skye-Michael Chayalkun, Mayor (**SC**)       Leonard Ayuluk, Member (**LA**)
- Phillip Paniyak, Vice Mayor (**PP**)       Andrew Charles, Member (**AC**)
- Cynthia Slats, Secretary (**CS1**)       Anthony Boyscout, Member (**AB**)
- Clinton Slats, Member (**CS2**)

**Chevak Company Corporation**

- William Friday, Corporate Manager (**WF**)       Leo Moses Jr, Member (**LM**)

**3. Establishment of Quorum:**

Established- Chevak Traditional Council with 3 members and 1 elder/advisor present  
 Established- City of Chevak with 6 members present  
 Chevak Company Corporation with 1 member

Also present is: Gavin Atchak (**GA**), Acting Tribal Administrator  
 Richard Tuluk (**RT**), City Project Manager (*telephonic*)  
 Dana Brunswick (**DB**), ANTHC (*via Google Meet*)  
 Cynthia Paniyak (**CP**), Environment Department

**4. Approval of Agenda:** CN moved to approve the agenda. Seconded by SC, so approved.

**5. Purpose of Special Meeting:**

- a. **Long Range Transportation Plan:** Chief GN briefed the joint members regarding the Long Range Transportation Plan (LRTP), including drainage, gravel material needs, boardwalks, community access, and 14(c)(3) land matters. He stated that the planning process should also identify where the community would like future expansion to occur. He reported that Reggie is learning drone operations and mapping for TC projects, and that Cynthia is assisting with drainage assessments related to spring flooding and seasonal drainage problems.

SC stated that he fully supports the LRTP and noted that it will make it easier to address drainage and leveling issues in the community. He expressed that he is looking forward to the progress. Chief GN added that 14(c)(3) could provide additional land for future housing development and access to new growth areas.

It was reported that the next transportation meeting will be held on **March 31**, and that two TC board members will be attending.



JP stated that there are areas toward the dump site where trails need to be established and stabilized for ATV use, including the airport area and access routes to the boats. He emphasized that a trail or road connecting to the boat landing is important because the route is heavily used and often becomes muddy. He further stated that subsistence access is critical, including access toward Hooper Bay, and that if trails are improved properly, they could support travel for hunting and gathering when local subsistence resources are limited. He stated that Chevak and Hooper Bay should work together, along with their respective councils, to come to an agreement regarding access for subsistence purposes so that community members continue to have access to food resources.

SC asked whether there were still CDQ funds available. Chief GN responded that there are no CDQ funds available at this time. SC stated that equipment had previously been ordered under CDQ funds and suggested that the equipment could be used during the summer for improving access to boats, subsistence trails, and roads.

Chief GN stated that Hooper Bay is interested in constructing an evacuation road connecting Hooper Bay and Chevak in response to typhoon risks. He noted that the matter is currently up to Hooper Bay and that Chevak has three bridge requests within its own boundaries. He also stated that drainage concerns should be reviewed during the summer when snow has melted and drainage areas are visible.

JP stated that the community also needs to begin upgrading its sewer and electrical systems because of aging infrastructure. He mentioned the large wind turbine expected to be installed in Chevak the following year and stated that it may help reduce electricity, water, and sewer costs. He added that Chevak was the only town awarded that project.

RT stated that, based on the AVCP LRTP meeting, roads in bluff areas near older homes are not adequately accessible and should be improved by using boardwalks instead of dirt roads. He noted that such access routes should be strong enough to support a **3,000-gallon water truck** for firefighting purposes. He cautioned that regular roads along the bluffs could accelerate bluff erosion, while boardwalks would be more appropriate for those areas. He also stated that roads along the riverside should also be boardwalks because regular roads would increase erosion. RT further noted that some roads are acting as dams and interfering with proper drainage and water flow.

RT stated that ATV use is degrading tundra areas around Chevak and that equipment use on the tundra must be carefully managed. He emphasized that subsistence remains a priority and that access by ATV is necessary. He further reported that the **1-megawatt wind turbine** is intended to power the water and sewer facilities, including the water treatment facility and loops around town, which should help lower utility costs. He stated that the projected completion date is **2027** and that the Corporation is working with the City to prepare the installation site near the old airport. He also noted that weekly coordination meetings are being held with ANTHC, AIJ, RuralCAP, the City, TC, and other entities.



RT also reported that there are areas of permafrost along the west-side bluff that are melting and creating sinkhole-like conditions. He stressed that the community should avoid accelerating degradation of the bluffs through road placement or nearby development. He added that any future infrastructure must be planned carefully so that it does not negatively impact homes or sensitive land areas. Regarding the proposed road to Hooper Bay, RT stated that assistance could potentially be requested from the State of Alaska, but Hooper Bay, Chevak, and the corporations would need to work together on the matter.

JP stated that many years ago TC had sought access to subsistence areas across the river and suggested considering a portable wooden bridge. He also requested that the City review electrical meter boxes and seek funding to improve electrical infrastructure as well as the water and sewer system.

RT stated that AVCP is conducting a winter trail-marking project throughout the Yukon-Kuskokwim Delta, including toward Bethel and Nelson Island, and that Chevak may be included. He also reported that a barge landing proposal is being submitted to DOT, along with plans to address river erosion in the proposed barge landing area.

RT further stated that upgrades to residential utility systems will likely require a partnership between TC and the City and that funding opportunities are available. He reported that the water and sewer improvement plan has already been raised with ARUC and is currently about **65% complete**. He stated that a draft has been prepared, but additional input from the City Council is still needed. He reported that the draft includes improvements to address freezing, backups, elevation issues, pooling, and junction boxes outside homes. He further stated that sump tanks located under sinks are being phased out because the venting is unhealthy, and that the plan is to relocate them outside the home or into crawl spaces. He noted that engineers are reviewing the system upgrades.


A question was raised regarding whether there is funding for City participation in the LRTP meeting. It was noted that Richard may attend, possibly online. CN stated that AVCP may be able to provide support for those attending, as was done previously, because Chevak is part of the AVCP pool.

**Directive:**

It was directed that whatever is marked on the map be submitted to **AVCP LRTP / Eric Evon** for finalization of the LRTP.

**6. Adjournment:** CN moved to adjourn at 6:37pm. Seconded by LA, so adjourned.

**Certification**

  
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 Gabriel Nanok, 1<sup>st</sup> Chief

  
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 Marsha Nanok, Secretary